

HONGKONG
WEEKLY.

ILLUSTRATED

The China Mail.

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號五十月七年九一十

HONGKONG, SATURDAY, OCTOBER 5, 1907.

第八十月八年未丁

PRICE, \$3.00 Per Month

GRAND PRIZE PARIS 1907
The Highest Quality Award
Joseph
Gillott's
PENS
Of Highest Quality, & Having Greater
Durability, are Therefore
CHIEF.
The only Award Chicago, 1893.

Intimations.

THORNE'S
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILA
A. S. WATSON & Co. Ltd.

Hongkong, May 1, 1907.

HONGKONG TECHNICAL COLLEGE
(INCORPORATED IN HONGKONG)
QUEEN'S COLLEGE

EVENING CLASSES in the following
subjects will commence on
Monday, October 10th.

Engineering Section:
Building Construction
Machine Drawing
Theoretical Mechanics
Practical Mathematics
Steam
Electricity
Field Surveying
Commerce Section:
English
French
German
Shorthand (including Typewriting)
Book-keeping
Science Section:
Chemistry, Theoretical and Practical
Physics
Copies of the Prospectus, and Entry
Forms for intending Students, may be
obtained on application to the undersigned
at Queen's College.

Students should attend at Queen's Col-
lege on Monday, October 7th, Tuesday,
October 8th, or Wednesday, October 9th,
between 8 and 7 p.m., and interview the
Lecturers in the subjects they wish to
study.
Students who intend to join any of the
Classes are requested to do so before Thurs-
day next, when Lectures begin.
F. RALPHS,
Director.

Queen's College,
Hongkong, October 4, 1907.

A SPECIAL SALE

WILL BE HELD AT THE
ITALIAN CONVENT
on behalf of the
POOR ORPHANS,
on the 10th, 11th, 12th instant, at 2.30 p.m.

OF Ladies' and Children's Underclothing,
Dresses, and other useful and Eco-
nomic Articles suitable for birthday
presents, etc.
The Superintendents hope to receive and
merit a large share of public patronage.
ITALIAN CONVENT,
28, CAINE ROAD,
Hongkong, October 4, 1907.

NOTICE.

BILLS for money due by Capt. MARTIN
MILERS, of Norway, must be presented
to the Norwegian Vice-Consulate with-
out delay. All outstanding bills to him, if
not settled before 1st November, 1907,
will be passed into the hands of a Solicitor.
Hongkong, October 4, 1907.

NOTICE.

HAVING resigned my appointment as
COMPRADORE of the 'SOUTH
CHINA MORNING POST', Ltd., of Hong-
kong, my journalistic duties in connection
with this paper have ceased.
TSE TSAN TAI,
Hongkong, October 3, 1907.

THEY WHO GIVE THE MATTER THOUGHT

WILL recognize the fact, that SPIRITS imported in the wood mellow on
the voyage and continue to mature as long as kept in the wood, conse-
quently when carefully bottled on this side they offer better value than most
home bottled spirits.

CALDBECK, MACGREGOR & CO. have always a Large Stock of
Whiskies of various ages in the wood, which, either alone or blended, will meet
every demand as regards taste or price. Any blend will be made from Stock to
suit purchasers' ideas if the following well established brands do not do so.

	PER DOZEN LESS 10% EXCHANGE DISCOUNT
SCOTCH—V.O.S. OLD MATURED	\$18.50
O.D.S. VERY CHOICE	17.50
EXTRA SPECIAL LIQUEUR	14.50
WAYFOONG BLEND	14.00
R.O.B.	13.00
ROBERT MACDONALD	11.00
V.O.H.B.	10.00
GLENLIVAT	7.50
LONG JOHN, PEATY FLAVOUR (8 Years in Wood)	11.50
IRISH—OLD BUSHMILLS, HOME BOTTLED	18.00
SIR JOHN POWERS, in the Wood	18.00
EXCELLENT IRISH LIQUEUR	20.00
CANADIAN—CLUB RYE	21.00
AMERICAN—FINE OLD BOURBON (100s)	21.00
O. K. BOURBON	22.50
MOUNT VERNON RYE	22.50

CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD.

Hongkong, October 1, 1907.

Business Notices.

W. S. BAILEY & CO.

**ENGINEERS & SHIPBUILDERS,
FOUNDERS & BOILERMAKERS.**

RIVER STEAMERS, TUGS, MOTOR BOATS & LIGHT-DRAFT VESSELS
IN STEEL AND WOOD.

TELEPHONE: 187 and K. 21. CABLES: SEYDOCK, Hongkong.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HOSAM, 2,333 tons, Captain S. Bell Smith
s.s. POWAN, 2,333 tons, Captain H. Irwin Black
s.s. FAISHAN, 2,333 tons, Captain C. Lloyd
s.s. KINSHAN, 1,555 tons, Captain B. Beach
s.s. HONGSHAN, 1,555 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.
(Sunday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.30 p.m.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
Route. Special attention is given to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain W. A. Valantine.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.
The S.S. SUI-AN and SUI-TAI will not run on SUNDAY next.

Canton-Macao Line.

s.s. LUNGSHAN, 319 tons, Captain W. Reynolds.—(At Dock).
Departures from Macao to Canton on Monday, Wednesday and Friday, at 5 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE YEN-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 558 tons, Captain J. Willor.
s.s. NANNING, 558 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of—
HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSION, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

FOR AMATEUR PHOTOGRAPHS.

CAMERAS, FILMS, PLATES, PAPERS AND CHEMICALS.

All Photographic Materials
GREATLY REDUCED PRICES.
CAMERAS ON HIRE.

MEH CHUNG.

101 HOUSE ROAD AND CORRIDOR, HONGKONG HOTEL.
Hongkong, April 2, 1907.

LOST.

OFF KAU I CHAU

One Whitehead Torpedo

Approximate position marked by Red
BUOY and Red FLAG bearing of which
East Point of Kau-I-Chau, S. 18° W. distant
2400 yards.
Green Island Light, S. 54° E. distant
3800 yards.
A REWARD OF FIFTY DOLLARS
will be paid for its recovery.
Apply to
H.M.S. TAMAR.
Hongkong, October 1, 1907.

SHANGHAI CLUB.

THE Committee of the Club invites
Designs in competition for a CLUB
HOUSE.

The Competition is open to all Architects
Resident in China, Japan, Hongkong, the
Philippines and Straits Settlements.
Premiums of The 2000, The 1000 and
The 500 will be paid to the authors of the
Designs placed respectively first, second,
and third in order of merit.
The Conditions of Competition, Plan of
Site, and other information may be obtained
on application to the respective Managers
of the Chartered Bank of India, Australia
and China, at Yokohama, Kobe, Hongkong,
Manila and Singapore, and in Shanghai to
the undersigned, on payment of a fee of
The 100, which will be returned upon
receipt of a complete set of plans, and after
the awards have been made.
By Order,
O. G. CLOSE,
Secretary.
Shanghai, September 27, 1907.

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.
AIRY ROOMS, CUISINE A SPECIALTY.
COMFORTS OF RESIDENTS STUDIED.
FOR RATES, APPLY TO THE MANAGER.

KUEN & HOMOR'S
ART CURIOS STORE
WILL be REOPENED on the 7th inst.,
at No. 13, QUEEN'S ROAD CENTRAL,
(under Connaught Hotel), and a Clearance
Sale at greatly REDUCED PRICES will
be held to the end of this month.
—INSTRUCTION CORDIALLY INVITED.
Hongkong, October 2, 1907.

ZEELAND HOUSE,
10, QUEEN'S ROAD CENTRAL
NEARLY OPPOSITE HONGKONG HOTEL.
ELEGANTLY Furnished Rooms. Excel-
lent Board and Bed. Very
moderate prices. Entirely redecorated and
renovated.
Mrs. WHITE, Proprietress.
Hongkong, October 2, 1907.

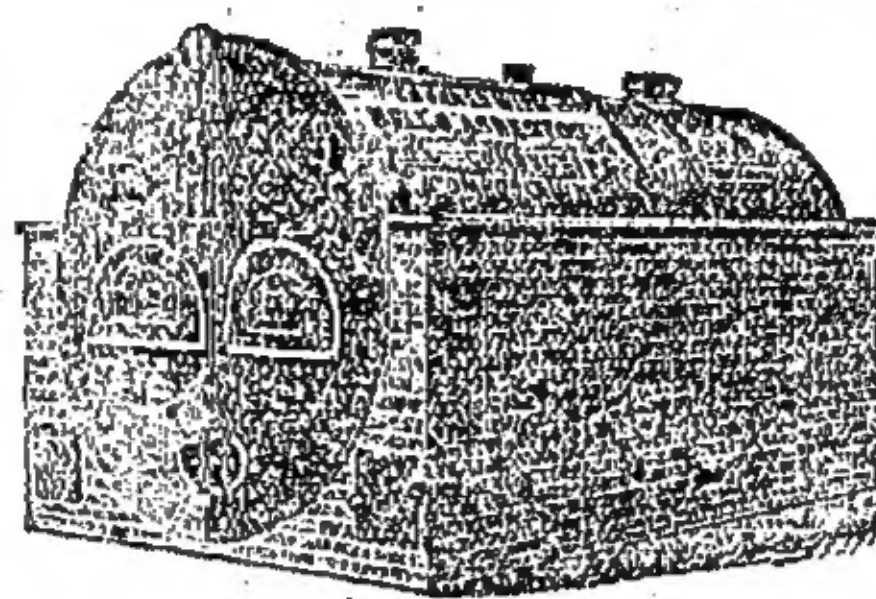
Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES
WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN
Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD

LANE, CRAWFORD & CO.

**NEW STOCK OF ENGLISH MADE
SHOOTING BOOTS**

\$10.00 and \$13.50 Per Pair.

LEATHER LEGGINGS

\$2.00, \$10.50, \$14.00 Per Pair.

FOX'S SPIRAL PUTTEES.

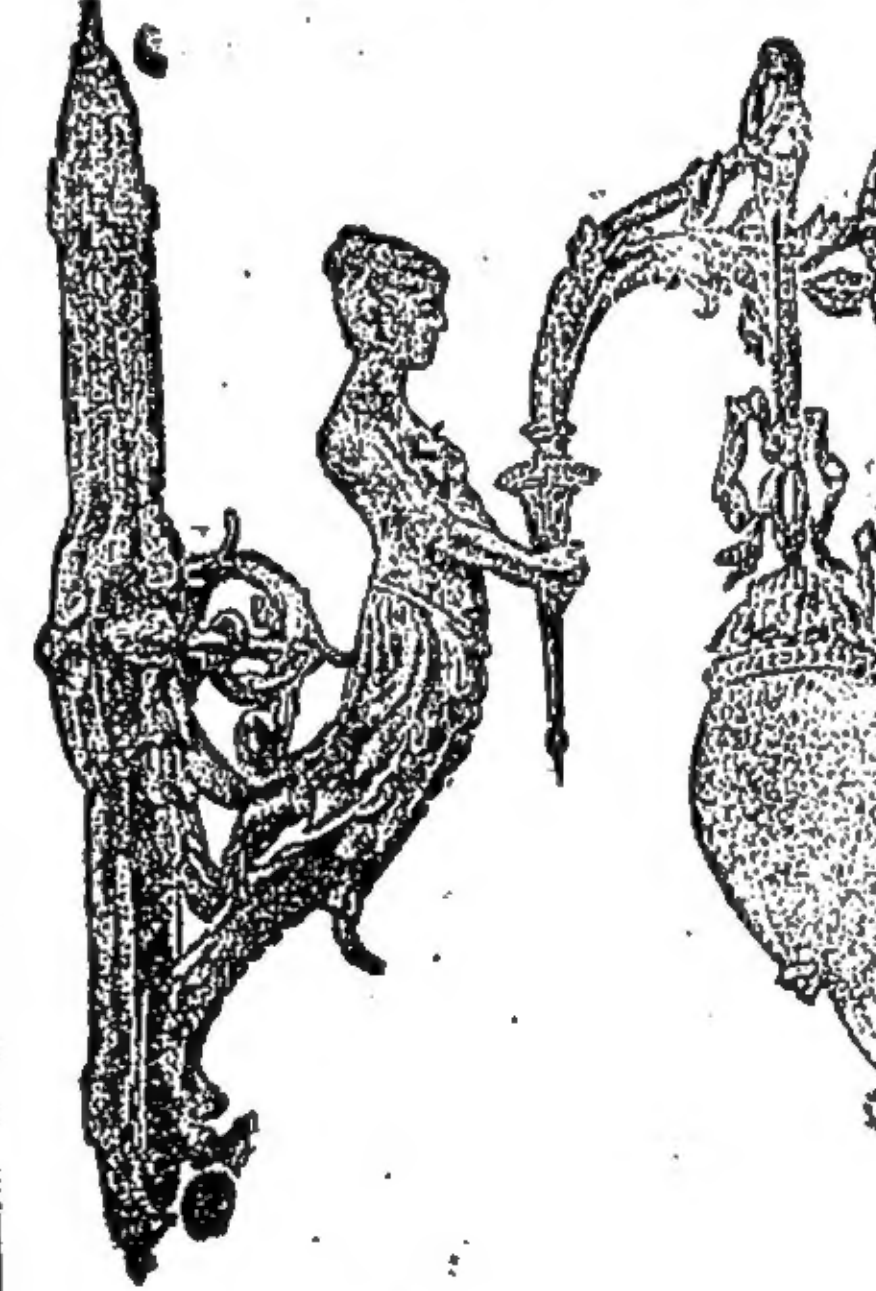
TWEED HATS & CAPS.

LANE, CRAWFORD & CO.
Hongkong, August 31, 1907.

WILKS & JACK, L.D.

ELECTRICAL, MECHANICAL AND GAS ENGINEER.
SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.



MANUFACTURERS & OWNERS
in the
UNITED KINGDOM
of the
WELSCH, INCANDESCENT
GAS LIGHT SYSTEM.

A large stock of the latest
and most improved fittings
and Burners on hand.

AUR' HANTLES, CHEAPEST
AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Vœux Road Central,
HONGKONG.

14, Robinson Road, Kowloon.

Telephone: 358 & 38 L.

Hongkong, September 2, 1907.

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Mrs. M. MATTHEW, Proprietress.
A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
CUISINE under European Supervision. Grills at short notice. Private Bar and
Billiard Rooms. Monthly Rates for Single and Double.
TELEGRAPHIC ADDRESS 'COMFORT', HONGKONG.
For particulars, apply to
C. FRIEDRICH, Manager.
Hongkong, September 24, 1907.

TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

CONNAUGHT HOTEL

MONTHLY RATES.
Hongkong, September 2, 1907.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.00 per Cask, ex Factory.

In Bags of 350 lbs. net, \$3.00 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

SPECIAL DISPLAY

OF
NEW AUTUMN GOODS

ON MONDAY, OCTOBER 7th, 1907.

NEW GOODS IN ALL DEPARTMENTS.

N.B.—Dressmaking Department reopened.

FAIRALL & Co. Milliners, Dressmakers & General Drapers.

THE SINCERE CO.

111, CONNAUGHT RD.—215, 217, 219 & 221, DES VŒUX RD., HONGKONG.

UNIVERSAL PROVIDERS.

TAILORS, HATTERS & MERCERS.

ENGLISH AND AMERICAN BOOTS AND SHOES,
Drapery, Silks, Watches, Clocks, Crockery, Ironmongery,
Grocery, Furniture, Rattan Ware, Tobaccos, Cigars,
Cigarettes, Sewing Machines.

Our Prices are marked in plain figures.

Hongkong, September 28, 1907.

JAPANESE BEER



'YEBISU'

'SAPPORO'

'ASAHI'

AND A NEW BRAND OF SPECIAL LIGHT BEER

'PEACE'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.
"The largest demand in the whole of Japan." Quality speaks for itself.

PRICE PROCEEDINGLY MODERATE

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907.

KELLY & WALSH, LTD.

JUST PUBLISHED.

A HISTORY OF, AND TREATISE ON, THE LAW IN HONGKONG RELATING TO TRADE-MARKS, BY C. D. WILKINSON ...	3.00	COLONIAL LIBRARY \$1.50 Each.
Freemasonry from the Talmud, solv- ed by Dr. A. Posner ...	3.00	Giffith's World Peril, of 1910.
China and America of To-day, by Arthur H. Smith ...	2.75	Ulmstead's Susan.
The New Far East, an Examination of the New Position of Japan, &c., by Thomas E. Millard ...	3.00	Baddon's The White House.
War and the World's Life, by Colonel F. N. Maude, Diagrams and Maps Metaphysical Phenomena, by J. Maxwell ...	8.50	Hales' Maid Molly.
The Passing of the T. A. Floor Back, by Jerome K. Jerome ...	7.00	Mario Corelli's Dolcetta.
Russian for the Million, A Method by which the Language can be easily acquired ...	1.50	Jacobs' Short Cruises.
German for the Million ...	1.40	L. T. Meade's Rod Ruth.
French for the Million ...	1.40	Vichell's Hot Son.
Portuguese for the Million ...	1.40	Montresor's The Burning Torch.
Spanish for the Million ...	1.40	Hudson Hill's The Queen of a Night.
The Art of Writing English, by Prof. Mackintosh ...	1.75	Violet Tweedale's The Swells of Office.
Klein and Johnson's New Pocket Map of the Philippine Islands ...	1.00	Benson's A Mirror of Shalott.
		Bergin's Which Woman.
		Stapole's The Orinoco Avenger.
		Whishaw's The Secret Syndicate.
		Horne Wyndham's Reginald Abernethy.

TRY

CALDBECK'S

VERMOUTH COCKTAIL

AND

GIN COCKTAIL.


\$1.00.....Per Quart Bottle.

Caldbeck, Macgregor & Co.,

15, QUEEN'S ROAD CENTRAL.

Intimations.

LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPIES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

Holloway's PILLS & OINTMENT
Should be in every Home.

The Pills CURE INDIGESTION, BILIOUSNESS, HEADACHE, CONSTIPATION, LATULIENCE, DIZZINESS, &c. THE CHEST AND THROAT.

The Ointment CURES SPRAINS, WOUNDS, SORES, SKIN ERUPTIONS, AND COMPLAINTS OF THE CHEST AND THROAT.

RECOMMENDED AND USED BY ALL GOOD NURSES.

Manufactured only at 78, New Oxford Street (late 533, Oxford Street, London).

ROWLAND'S KALYDOR
FOR THE SKIN and COMPLEXION.

Soothing, Healing, and Emollient in its effects; it removes Freckles, Tan, Redness, Roughness, and all Cutaneous Eruptions, produces a Softness and Delicacy of the Face, Neck, Hands and Arms, and imparts a Matchless Beauty to the Complexion unobtainable by any other means; warranted Harmless.

Bottles, 2/3 and 4/6, sold by Stores, Chemists, and Grocers.

For impure and unhealthy skin its Curative and Emollient properties are unrivalled; nothing equals it; the official stamp proves this.

REGISTERED. **DR. LALOR'S** TRADE MARK.
PHOSPHODYNE
THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its reputation as the Best and most reliable Phosphoric Cure for all cases of Nervous Debility, and its kindred ailments, such as Neuritis, Nerve, Kidney, and Liver troubles, Headache, Rheumatism, Gout, Gravel, and all other ailments of the Urinary System, and all other ailments of the Urinary System, and all other ailments of the Urinary System.

Its curative effects are shown from the first day of its administration by a remarkable increase of Nerve and Intellectual Power, with a feeling of Courage, Strength, and Confidence. Digestion is improved. The Appetite increases wonderfully. Sleep becomes calm and refreshing. The Face becomes fairer, the lips brighter, and the skin clear and healthy.

Beware of vile imitations!—None genuine without the British Government Stamp with "Dr. Lalor's Phosphodyne, London, England" engraved thereon by order of Her Majesty's Home Secretary, Commissioners.

Thousands of unimpeachable testimonials from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

Preparation for the treatment of the above ailments with each bottle.

SOLELY, STRENGTH & ENERGY.

Manufactured only at **DR. LALOR'S PHOSPHODYNE LABORATORY, CAMPTON, LONDON, ENGLAND.**

Agents:—A. B. WATSON & Co., Ltd.

Intimations.

REGULAR HONGKONG-CANTON LINE OF STEAMERS
OF THE
COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. PAUL BEAU, 1900 tons, 14 knots.
S.S. CHARLES HARDOUN, 1900 tons, 14 knots.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

The Company's Wharf is at the end of WING LOK STREET (Train Station).
CANTON AGENTS:—Messrs E. PAQUET & Co.
For further particulars, please apply to **BARRETT & Co., Agents.**
Hongkong, September 16, 1907.

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.

Hongkong, March 2, 1906

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OILY.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
81, QUEEN'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned, overhauled, and broken parts duplicated under expert supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.
BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'AGUIAR STREET.

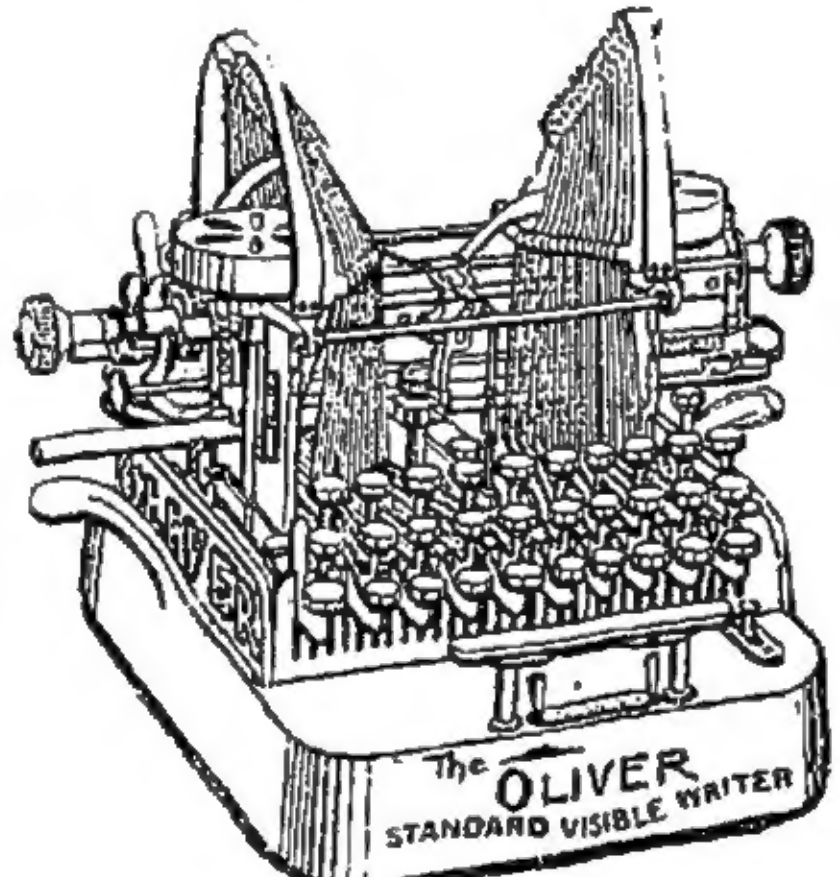
Hongkong, February 16, 1907.

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.



Unrivalled for Duplicating.
Writing in Sight,
Universal Keyboard.

TYPEWRITER RIBBONS
and supplies for ALL Machines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907.

THERE IS NO DOUBT THAT

ENO'S 'FRUIT SALT' IS NATURE'S OWN REMEDY.

you say indigestion, sleepless, or nervous condition is simply nervous and unsound. In fact it is.

SAUTION.—Beware of the cheap imitations and see that it is marked ENO'S 'FRUIT SALT'.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, E.C.

Sold by Chemists and Stores everywhere.

DINNEFORD'S
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA
The Physician's Cure for Gout, Rheumatic Gout, and Gravel.

Safest and most Effective Agent for Regular Use.

THE NEW PEKING.

The correspondent of the "London and China Express" writes: Before essaying the task of considering the thorny and complicated mass of persons and politics in Peking, it will be well to devote a few words to the present material position of the Chinese capital—more especially, of course, as it is to be seen in the Legation quarter. A new Peking has arisen in this corner since the tragic events of 1900. The railway route to the capital had existed for some time prior to then, obviating the discomforts and fatigues of a land or water journey from Tientsin. But the station then was some distance away at Ma-chia-pu, whence an electric tram and then a ricksha took you to your destination, which was probably not far from the situation of the Legations. Now you are taken to a station just outside the Chien-min, the main southern gate of the Tartar city, and a road traverses the historic spot of the water gate, by which the first troops entered the Tartar city on the occasion of the relief of the Legations. The canal itself has had its parapet repaired and a bridge constructed over it just within the wall. The railway station itself immediately under the wall of the Tartar city, and a few yards' walk brings you through the water gate to the modern Foreign Hotel des Vagons Lits facing the canal, and cornering on Legation Street. With the added facilities that now exist of reaching Peking from either the coast or by the Ching Han line from Hankow, visitors to Peking, for either business or pleasure, have greatly increased. The number of those who have affairs in the capital added to the globe-trotter or letter community is now very considerable in a year. They can see a Peking so different to what it was that former descriptions must seem like "travellers' tales." The roads are now such as were undreamed of ten years ago, and neither mud nor human beings now get drowned in the streets in the rainy season. At the time of my visit the worst of the main streets was Legation Street, which was being reconstructed for the third time in about four or five years. Rickshaws have largely replaced the human cab of Peking—the cumbersome, uncomfortable springless cart. Electric light is general; indeed, Peking is now the possessor of many things classed as modern comforts. But it is an anomalous Peking. That the position is so is perhaps not extraordinary when you remember it is China, and that the more things may change there the more they often remain the same thing. The anomaly to attract the greatest attention is the fortified Legation area. Whether seen from the road level or from the ancient wall it is pure exotic. The erstwhile yamens and Chinese style of building.

(Continued on Page 2.)

THE LONDON DIRECTORY,
(PUBLISHED ANNUALLY).
ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs the Directory contains lists of EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign markets they supply; STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings; PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom. A copy of the current edition will be forwarded, freight paid, on receipt of Postal order for 20s.

Dealers seeking Agencies can advertise their trade cards for £1, or larger advertisement for £3.

THE LONDON DIRECTORY Co., Ltd.,
25, ABchurch Lane, LONDON, E.C.

WANTED.

AN OVERSEER to look after repairs to Property.
Apply by letter to
'OVERSEER'
Care of 'CHINA MAIL' Office.
Hongkong, September 30, 1907. 1572

NOTICE.

WE have this day established ourselves under the name and style of **H. CRUZ & Co., General Import and Export Merchants and Commission and Shipping Agents**, at Nos. 15, 16 and 17, CONNAUGHT ROAD.

H. CRUZ & CO.
Hongkong, September 18, 1907. 1493

SCOTTISH MASONIC QUADRILLE ASSOCIATION.
THE above DANCES will commence on NOVEMBER 4th, 1907. All Masons are invited to subscribe and all intending Subscribers should communicate with the Undersigned as early as possible with references to Invitations, etc.

J. J. BLAKE
Secretary
Hongkong, Oct. 1, 1907. 1582

NIGHT STEAMER TO CANTON.
S.S. SAN CHEUNG,
New Twin Screw Steamer, Capt. J. McGarry
Leaves Hongkong for Canton at 9 P.M. on MONDAY, WEDNESDAY & FRIDAY.

Leaves Canton for Hongkong at 5.30 P.M. on TUESDAY, THURSDAY & SATURDAY.
on Every SUNDAY
Leaving from Hongkong at 9 A.M.
Returning from Canton at 5.30 P.M.
Fares: 1st Class \$3 single passage.
2nd Class \$2 " "
3rd Class \$1 " "
Mens \$1 each.

SPECIAL EXCURSIONS TO MACAO
on Every SUNDAY
Leaving from Hongkong at 9 A.M.
Returning from Macao at 5.30 P.M.
Fares: 1st Class \$1.70 single passage.
2nd Class \$1.40 " "
3rd Class \$1.10 " "
Mens \$1 each.
Servants' passages must be paid for.
CHUNG ON STEAMBOAT CO., LTD.,
No. 222, Des Voeux Road Central.
Hongkong, September 19, 1907. 1512

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWABAKI.'
Which applies to all Branch Offices.
All Letters Addressed:—
MANAGER, MITSU BISHI CO.,
with name of place under.

BRANCH OFFICES:—
NAGASAKI, MOI, KOBE, KANAGAWA,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—
YOKOHAMA: M. ASADA, Esq.
OHIOKIANG: Messrs GRABING & Co
MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasima, Ochi, Shinwa, Namatsu and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agents of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PEDDER STREET.
Hongkong, April 25, 1906. 818

GOVERNMENT OF THE PHILIPPINE ISLANDS.

DEPARTMENT OF COMMERCE AND POLICE.

BUREAU OF NAVIGATION.

MANILA, P.I., September 15, 1907.

(1) The BUREAU OF NAVIGATION offers for Sale at Engineer Island, MANILA, P.I., the following Steam Launches as follows:—

(a) The **SURTE**, a river and harbour launch 61 feet 7 inches in length over all, beam 11 feet, draft 6 feet; tonnage, gross 21.71, net 15.62. Launch has no compound engine and Scotch boiler. Engine and boiler are in fair condition.(b) The **PIKET**, a sea-going launch 93 feet 7 inches in length over all, beam 21 feet 1 inch, draft 8 feet 2 inches; tonnage, gross 123, net 109; twin screw, vertical inverted compound engine 10" x 24" x 13" stroke, flat slide valves, Stephenson link reversing gear, surface condenser attached air, circulating, bilge and feed pumps; also independent donkey pump.(c) The **OGDEN**, a sea-going launch 64 feet 2 inches in length over all, beam 12 feet 1 1/2 inches, draft 5 feet 7 1/2 inches; tonnage, gross 82.95, net 55.7; single screw, vertical inverted compound engine 8 1/2" x 16" x 10 7/8" stroke, flat slide valves, Stephenson link reversing gear, surface condenser; attached air, circulating, bilge and feed pumps; also independent donkey pump.(d) The **CABRA**, a sea-going launch 71 feet 8 inches in length over all, beam 12 feet 1 inch, draft 5 feet 8 inches; tonnage, gross 43.49, net 31.11; engine, compound vertical inverted, compound L.P. cylinder 15", stroke 15", Scotch boiler, length 7' 10", diameter 5' 10".(e) The **PHILADELPHIA**, a sea-going launch 77 feet in length over all, beam 13 feet, draft 7 feet; tonnage, gross 46.22, net 33.09; engine, vertical inverted, compound; diameter H.P. cylinder 15", diameter L.P. cylinder 15", stroke 15", Scotch boiler, length 7' 10", diameter 5' 10".

(2) Sealed bids will be received up to and including November 1, 1907, and will be publicly opened at 4 P.M. on that date at the Office of the Director of Navigation, Engineer Island.

The right is reserved to reject any or all bids. Proposals in each case must be accompanied by cash or a certified check for 10% of the price offered. Full payment of the amount bid will be required from the successful bidder within five (5) days after acceptance of the offer, or upon delivery of the vessel which must be within five days of acceptance.

(3) Bids may be made for single vessels, for the entire lot, or for both.

(4) These vessels may be inspected at Engineer Island, Manila.

(5) Further information will be given upon application to the Undersigned.

FRANK P. HELM,
Director of Navigation.
Manila, September 27, 1907. 155

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.
DEVELOPING AND PRINTING UNDERTAKEN.
Hongkong, August 1, 1907. 1259

YUET HAN RAILWAY CO., LTD.
TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of:
MURRAY RED GUM
RED MAHOGANY
WHITE
GREY BOX
TALLOW WOOD
BLACK BUTT
WHITE STRINGY BARK
RED
TURPENTINE
BLUE GUM.

all in equal proportional quantities.
Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.
Price in Hongkong currency, O.F.F.
Delivery to be completed at the end of February, 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, Monday, the 13th October, 1907, at 2 P.M.
All Sleepers must be accompanied by a Government Certificate.
All Tenders must be accompanied with 500 dollars.
The right to accept or reject any or all of the tenders is reserved.
The Kwonzeung Mercantile Administration of the
YUET HAN RAILWAY CO., LTD.
Canton, August 24, 1907. 1406

GEO. P. LAMMERT

AUCTIONEER.

COMMISSION

AGENT, Etc.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY

the 9th October, 1907, commencing at 2.30 P.M., at his Sales Rooms, DUNDRELL STREET,—

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

(Full Particulars from Catalogue).
On view from Tuesday, the 8th October
TERMS:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

MILNERS' PATENT

FIRE RESISTING

Safes.

(As supplied to the principal banks and mercantile houses).

NEOPHONES!

THE ONLY DISC-PHONOGRAPH ON THE MARKET.

NEOPHONES
NEED NO NEEDLES

Hongkong, October 1, 1907. 1680

PATELL & CO.,

SHAMEEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL.

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

YUEN CHEONG.

SWATOW DRAWN-WORK MANUFACTURER.

Wholesale & Retail.

ALL kinds of DRAWN-THREAD-WORK, BANDS, GLOVES, GLASS CLOTHS, FINEST WIRE and LACES, &c., &c.

No. 39, Queen's Road Central, Hongkong.

(Late of 82, Wellington Street).

Hongkong, September 4, 1907. 1435

CAMPBELL, MOORE & CO., LD.

Hair Dressers, Wig Makers

and Perfumers.

ELECTRIC MASSAGE

(FACE OR SCALP)

at the Shop, or elsewhere by special arrangement.

Hongkong, September 2, 1907. 1415

LABUAN COAL

THE LABUAN COALFIELDS COMPANY, LTD., are now prepared to supply Steamers at LABUAN, with Good Fresh Quality LABUAN COAL, double screened and straight from the Mines.

For further particulars, apply to **BRADLEY & CO., Agents.**

Telegraphic Address:—LABOR, LABUAN.

Hongkong, March 15, 1907. 471

POWELL'S

ALEXANDRA BUILDINGS.

Now Clearing at Considerably

REDUCED PRICES

THE REMAINDER OF THEIR STOCK

MUSLIN

DROUSES, GUNSHADES

AND

WASHING SKIRTS

An Early Call Solicited

Wm. POWELL, Ltd.

LADIES OUTFITTERS HONGKONG.

THEATRE ROYAL CITY HALL.

FOR A SHORT SEASON ONLY

COMMENCING

THURSDAY, OCTOBER 17th.

- THE -

BANDMANN

OPERA CO.

50 LONDON ARTISTEN 50

Will present the following latest London

Successes, most of which will be staged

for the first time in Hongkong.

THURSDAY, OCTOBER 17th.

The great Gaiety Theatre Success

"THE GUILD."

FRIDAY, OCTOBER 18th.

The King of the present London Season

"THE NEW ALADDIN"

at present crowding the Gaiety Theatre.

London.

SATURDAY, OCTOBER 19th.

The brilliant musical comedy

"SERGEANT BRUCE OF THE

C. DIVISION."

MONDAY, OCTOBER 21st.

The beautiful Comic Opera

"AMASIS"

from the New Theatre and Criterion

Theatre London.

TUESDAY, OCTOBER 22nd.

Spiny Jones' Masterpiece

"THE GEISHA."

WEDNESDAY, OCTOBER 23rd.

Symour Blais' successful musical comedy

"THE BEAUTY OF BATH."

THURSDAY, OCTOBER 24th.

The extremely funny musical comedy

"THE CAT PARISIENNE."

FRIDAY, OCTOBER 25th.

The highly successful musical comedy

"THE DAIRYMAIDS."

SATURDAY, OCTOBER 26th.

George Edwards' superb production

"THE GIRL ON THE STAGE OR

THE LITTLE CHIEF."

MONDAY, OCTOBER 28th.

The great Apollo Theatre success

"MR. POPPLE OF IPPLETON."

TUESDAY, OCTOBER 29th.

The King of London and New York

"THE BELLE OF MAYFAIR."

WEDNESDAY, OCTOBER 30th.

The sparkling military comedy

"LADY MADCAP."

THURSDAY, OCTOBER 31st.

The sparkling Chinese Comic Opera

"SHRI SEE!"

FRIDAY, NOV. 1st. LAST NIGHT.

"THE SPRING CHICKEN."

Box Plan NOW OPEN at Messrs S.

MOUTRIE & CO., LTD.

Hongkong, October 1, 1907.

1683

S. MOUTRIE & Co.,

LIMITED.

NEW PIANOS

ON HIRE

at \$10.00 Per Month.

Tuning and Regular

Attention Inclusive.

SOLE AGENTS FOR

BLUTHNER, RUD. IBACH,

RACHELS, PLEYEL,

ROSENKRANZ, HOPKIN-

SON, KEMMLER, and

HOEFF & HOEFF, &c.

S. Moutrie & Co., Ltd.

York Building,

CHATER ROAD.

Hongkong April 18, 1907.



A. S. WATSON & Co., Ltd.

WATSON'S

CELEBRATED

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

A PURE MALT

WHISKY

OF

GENUINE AGE

VERY FINE

AND

MELLOW.

PER CASE.....\$15.00.

A. S. WATSON & CO.,

LIMITED,

WINE & SPIRIT MERCHANTS.

ALEXANDRA

BUILDINGS.

Hongkong, July 27, 1907.

DEATH.

BOWLER.—On the 4th October, at 9.15 p.m., at his residence, Fungshui, The Peak, EDWARD BOWLER, late of the Colonial Civil Service, in his 76th year.

MEMOS FOR TO-MORROW.

Miscellaneous.

Goods per Poona undelivered after 4 p.m. this date will be landed.

MEMOS FOR MONDAY.

Auction.

3 p.m.—Auction of Crown Land at the Public Works Department's Office.

Miscellaneous.

12.15 p.m.—Military Gun Practice.

Goods per Yarra undelivered after this date at Noon will be subject to rent and landing charges.

Goods per Benader undelivered after this date subject to rent.

General Memoranda.

WEDNESDAY, October 9.—

12.30 p.m.—Meeting of Hongkong & Kowloon Wharf & Godown Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.

2.30 p.m.—Auction of Household Furniture, &c., at Mr Geo. P. Lammert's Sales Rooms.

Goods per Delhi not cleared at 4 p.m. on this date subject to rent.

Goods per St. George undelivered after noon on this date subject to rent.

SATURDAY, October 12.—

Noon—Meeting of William Powell, Ltd., at Co.'s Office.

MONDAY, October 14.—

12.30 p.m.—Meeting of The Dairy Farm Co., Ltd., at Co.'s Town Office.

The China Mail

HONGKONG, SATURDAY, OCTOBER 5, 1907.

FISCAL ECONOMY

Government credit is claimed by the Government for its strict devotion to economy. With economical administration we have no fault to find if the economy does not interfere with efficiency. If economy means leaving undone those things which ought to be done and doing those things which ought not to be done we are of opinion that the advantage to this Colony is extremely doubtful. We know that there are many works which certainly ought to be proceeded with but which the Government, with that high-minded abnegation which is most commendable for administration when it is exhibited at the expense of others, has decided shall be abandoned until something turns up. The neglect of necessary works we are told to believe is economy, and in the same breath, we are asked to jubilate over the surplus derived from that neglect. To jubilate over the sorry condition of the Colony's finances is we confess beyond us, more especially as there is such timidity shown by those who have the opportunity to grapple with it. Most of the sins to be found plaudered in the estimates, to use a forgivable Irishism, are not there. They are sins of omission. But there are also to be found sins of commission. The Hon. Mr. Hewitt in the course of his speech on Thursday referred to the provision for a second fire float as unnecessary. There is on the estimates the sum of \$50,000 for a fire float and in the appendix we find a memo. "The need of a second floating fire engine was felt as far back as 1905 but owing to the financial state of the Colony it has not been found possible to provide for it in previous estimates." In parenthesis it may be remarked that the only inference to be drawn from this memo. is that the financial state of the Colony has so vastly improved that it is now possible to go on with works which became necessary two or three years ago, which, as Euclid remarked on obviously unstable propositions, is absurd. But the delay in constructing the fire float—assuming purely for the sake of argument that it is necessary—is in itself a strong argument in favour of our contention that public works should be divided into two categories, permanent and impermanent. The former should, as a rule be constructed from loan money, the latter from revenue. A fire float is obviously an impermanent work. It should therefore be paid for out of revenue. But, although, according to the Government, it has been wanted since 1905 it has been done without because permanent works such as the Law Courts, Post Office, and so forth have absorbed all the revenue. The foolish of paying for everything out of revenue is so blindly worshipped by our

rulers, official and unofficial, that we fear that they will never succeed in achieving the view-point that judicious borrowing is much more meritorious than injudicious retardation of the Colony's natural development. Passing from that phase of the matter we find that a member of the Legislative Council, who in the Far East represents the premier British shipping company, declares that a second fire float is not required. Any number of ill-considered remarks will not decrease the value of testimony from such a quarter. Speaking from recollection we believe that an offer was made to the Government by the Waterboat Company which would obviate the necessity of constructing a new fire float altogether. Moreover it would give the shipping in the harbour, which according to the Government, is now in danger and has been in jeopardy since 1905, immediate protection. We understand that the Waterboat Company offered, for a retainer, to always keep their vessels ready for a call to a harbour fire at any hour of the day or night. Instead of accepting this offer the Government placed a sum of money, which might with much greater advantage be expended otherwise, on the estimates. But the fact that the amount is on the estimates is not to be taken as a guarantee that the Government is going to render the harbour less unsafe during the current financial year than it is alleged to have been during 1905, 1906 and the greater portion of 1907. No surprise would be expressed if in the next estimates the laconic announcement is made that the person responsible for the circulation of the allegations (if they can find him) make good his charges.

Under the above headings a printed statement comes to us through the post from Shanghai with some strong accusations against a firm of brokers. Presumably the circulars are being sent broadcast, and if the brokers alluded to value their good name they should make the person responsible for the circulation of the allegations (if they can find him) make good his charges.

EXCURSION TO MACAO.

To-morrow the popular and commodious steamer Hongshan, of the Hongkong, Canton and Macao Steamboat Co., Limited, will run on an excursion to Macao. The Feast of Rosary is being held and will no doubt attract a number of tourists. The Hongshan leaves Douglas wharf at 9 a.m. returning from Macao at 8 p.m. Meals and refreshments can be obtained on board.

PERILS OF THE DEEP.

The Askohall Ashore.

A message has been received in the Colony announcing that the steamer Askohall has gone ashore at Luke Point. The steamer was outward bound from New York to Dalny with a cargo of rails and material for the M.B.K. railway contract in Manchuria.

THE CINEMATOGRAF.

To-night the Cinematograph at Weimann's Rooms will show some new pictures. One in particular, 1,000 feet long, should be exceedingly instructive and interesting since it illustrates a tour round the world. Then there are films showing the Life of Marie Antoinette, The Hero with the Golden Eggs, The Opium Smoker and others of serious and comic character. The pictures on this machine are distinct to a degree and are shown with most excellent results.

"TRACT FOR THE TIMES."

Stock Exchange Scandals Unveiled.

Under the above headings a printed statement comes to us through the post from Shanghai with some strong accusations against a firm of brokers. Presumably the circulars are being sent broadcast, and if the brokers alluded to value their good name they should make the person responsible for the circulation of the allegations (if they can find him) make good his charges.

POSTAL IMPROVEMENTS.

Reply Coupons Instituted.

It is notified in the current issue of the "Government Gazette" that International reply coupons can now be obtained at the Hongkong Post Office and at its Agencies in China. The selling price of these is 12 cents each and they can be exchanged for a postage stamp of the value of 25 centimes (or 2½d.) the equivalent of that sum in countries mentioned below which have adopted this arrangement. The Coupons from other countries will be exchanged by the Hongkong Post Office and its Agencies in China for one 10 cent stamp.

List of Countries: Austria Hungary, Bahamas, Belgium, Brazil, Bulgaria, Burma, Canada, Cape Colony, Ceylon, Chili, China (British), French, German and Japanese Post Offices, Corea, Costa Rica, Crete, Danish West Indies, Denmark, including Greenland and Faroe Islands, Dutch Guiana, Egypt, Germany, France, French Somal Coast, Algeria, Ivory Coast, French Guinea, Marquesa Islands, Mauritania, New Caledonia and Dependencies, St. Pierre, Senegal, Miquelon, and Tahiti; Germany, line and Palms Islands, German East Africa, German New Guinea, German South West Africa, Kionochow, Marianne Islands, Marshall Islands, Togo, Samoa, Gold Coast Colony, Greece, Guam Island, Hongkong, Haiti, India (British), Italy, Italian Post Offices—Benadir, Eritrea, Canoa, Durazzo, Junina, Soudan, Tripoli; Japan, Labuan, Luxembourg, Mexico, Morocco (French and German Post Offices), Netherlands, New Zealand, including Cook Islands, Netherlands India, Indian P.O.'s in the Persian Gulf, Philippine Islands, Porto Rico, Rodeia (Southern), Roumania, Szechuan, Spain, Straits Settlements, Sweden, Switzerland, Tannan, Turkey (Austrian and British Post Offices), Turkish Arabia (Indian Post Offices), Tunis, United Kingdom, and the United States of America.

A THIRSTY CORPSE.

Asks For Whisky.

This, of course, is from an American exchange.—Edward Beck, a Wyoming sheep herder, sat up in his coffin and called for a drink of whisky thirty-six hours after what was believed to have been his death, and just as his funeral was about to be held. No doctor examined Beck's body after his supposed death, but friends who examined it saw no signs of life, and believing he was dead, made a crude coffin, put the remains in it and arranged to bury them. His supposed death occurred on the range where he was herding sheep and then being taken place from a sheep camp. A number of men who knew Beck were gathered about the coffin, and one of them was about to read a passage from the Scriptures when Beck sat up and called for a drink. He said he had not felt sick before being put in the coffin, and save a slight dizziness, felt no ill effects from his death-like sleep. He got the whisky.

PROMPT RELIEF FOR A

SPRAINED ANKLE.

"SOME time ago I sprained my ankle very badly on a loose stone," says Mr. Geo. Stevens, who lives near Dublin. "A neighbour gave me a bottle of Chamberlain's Pain Balm with which I rubbed my ankle and then bound it up with a cloth saturated with this remedy. I was surprised next morning to find the swelling gone, but still very sore. I used the Pain Balm faithfully during that week and the sprain gave me very little trouble. We have used this remedy in our family several times since, and have never been disappointed in getting quick relief. I consider it the best house-hold liniment on the market." For sale by all chemists and store-keepers.

BY TELEGRAPH. BY TELEGRAPH.

SAD AFFAIR AT SHANGHAI.

Resident Commits Suicide.

(From Our Correspondent.)

SHANGHAI, October 5.

Mr Moutrie, son of the late Manager of Messrs Moutrie and Co., Ltd., committed suicide to-day by blowing out his brains.

AERIAL NAVIGATION.

A British Success.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, October 4.

The trials of the Aldershot War Office airship have been very successful.

The aerial machine covered a circular course of twenty-five miles.

For an hour the vessel travelled easily in the teeth of a strong wind, and it is estimated that fifteen miles per hour was attained.

For two years, says a Home paper, work has been secretly carried on in a great iron-grey building adjoining the balloon factory on Farnborough Common, Aldershot, and now we are enabled to announce that the finishing touches are only waiting to Britain's first army airship.

The airship is carefully guarded day and night by Colonel Capper, R.E., and his assistants, and they only await favourable weather to haul the huge inflated monster from its shed and soar skywards.

The new airship will probably be found to approximate to the type of the French La Patrie. A cigar-shaped balloon, made of gold-beater's skin, girded by narrow strips of silk at regular intervals, carries a light framework of aluminium and bamboo. The envelope is of great lifting power, and is nearly 80 ft. in length by 30 ft. in diameter. Both planes and fan propellers are used in the direction and propulsion of the airship, and the models tried have in a remarkable degree answered their helm. A structure similar to that on La Patrie. Some useful suggestions have been obtained from the German airships, with whose construction the Aldershot specialist staff are familiar.

Calculations give to the new war balloon a carrying capacity of eleven men. It can, however, be perfectly well handled by three, and the difference between the weight of three men and of eleven can be made up by explosives. The fact that the airship could convey explosives is an important advance on anything now existing. The envelope is of great lifting power, and is nearly 80 ft. in length by 30 ft. in diameter. Both planes and fan propellers are used in the direction and propulsion of the airship, and the models tried have in a remarkable degree answered their helm. A structure similar to that on La Patrie. Some useful suggestions have been obtained from the German airships, with whose construction the Aldershot specialist staff are familiar.

Petrol will be the motive power in the engines, which are of the motor type. Unfortunately, there has been some trouble with these, and the experts are working hard to lessen their liability to strain. The difficulties are, however, now surmounted, and there is every prospect that a greatly improved engine will result. Already the motor contains much that is an advance on the French and German engines. It is light, and promises to be very reliable.

The airship has two propellers, the power for driving them being derived from 80-h.p. engines driven both by electricity and petrol. The propellers will be driven at the rate of over 1,000 revolutions a minute.

It is suggested that the great airship, which is 100 feet in length, shall be called the Edward VII. His Majesty having inspected the aerial workshop during a recent visit to Aldershot. The Prince of Wales and a number of other important people have also seen the airship.

The staff are delighted with the airship, and have the greatest faith in its capacity. They agree that it will prove a great advance on any previous vessel of the kind. All the men manifest the keenest interest in the airship, and are loyally co-operating to prevent valuable details of its construction leaking out.

The building in which the airship rests is like the nave of a huge cathedral, and can be seen for miles around. The lighting is by means of windows high up in the zinc walls, so that nobody can see what is inside without the use of a forty-foot ladder.

MARK TWAIN'S RETORT.

Mark Twain had finished his speech at a dinner party, and, on his seating himself, a lawyer arose, shoved his hands deep into his trouser pockets, as was his habit—and laughingly inquired of those present at the society dinner—"Doesn't it strike a professional humorist should be funny?"

When the laughter that greeted this sally had subsided, Mark Twain drawled out: "Doesn't it strike this company as a little unusual that a lawyer should have his hands in his own pockets?"

The Rev. C. N. Magill, of the American Presbyterian Mission, Luncheon, Tynan, P.T., will occupy the pulpit of Union Church during the month of October.

A QUICK AND SAFE REMEDY FOR BOWEL COMPLAINTS.

Discovered that Chamberlain's Colic, Cholera and Diarrhoea Remedy was a quick and safe cure for bowel complaints. "During all of these years," he says, "I have used it and recommended it many times and the results have never yet disappointed me." Mr. Brock is publisher of the Aberdeen, Maryland, U.S.A., Enterprise. For sale by all chemists and store-keepers.

TAFT IN JAPAN.

Result of the Visit.

(From Our Correspondent.)

Tokyo, October 5.

Mr Taft's visit to Japan, although it has promoted an understanding between America and Japan, has not resulted in any concrete agreement.

JAPANESE RICE CROP.

An Optimistic Forecast.

(From Our Correspondent.)

Tokyo, October 5.

The forecast of the Japanese rice crop shows that this season there will be an increase of 7½ per cent. over last year's crop and of .13 per cent over the average crop.

A SOCIETY ENGAGEMENT.

Count and Heiress.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, October 4.

The engagement is announced of Gladys Vanderbilt, daughter of the late Cornelius Vanderbilt, to Count Laszlo Szechenyi, of Hungary.

[REUTERS SERVICE.]

THE UNITED STATES NAVY.

LONDON, October 3.

President Roosevelt, speaking in St. Louis, appeared to support the building up of a great fighting navy, and as long as it is no larger than the present, the bulk of the battleships must always be kept together.

He said that the Pacific voyage was essential to acquaint the officers and men with naval needs and for practice. The waters to which they were going were as emphatically American Home Waters, as those of New York, Louisiana and Texas.

LATER.

President Roosevelt, speaking at Cairo, Illinois, in advocating the increase of the navy declared that the policy of peace with insult was as bad for a nation as for an individual.

He hoped that the policy of keeping the battleship fleet alternately in the Pacific and the Atlantic would be steadily followed hereafter.

THE KAISER TO VISIT HOLLAND.

LONDON, October 3.

The Kaiser and Kaiserine will visit Queen Wilhelmina at the close of their visit to England.

THE EMPEROR OF AUSTRIA.

LONDON, October 3.

The Emperor of Austria is suffering from hoarseness and audiences have been suspended.

THE C. P. R. PACIFIC SERVICE.

LONDON, October 3.

At the meeting of The Canadian Pacific Railroad Co. at Montreal, the transference of the Atlantic boats to the Pacific, and the building of faster boats for the Atlantic was authorised.

RACING.

The Jockey Club Stakes.

LONDON, October 3.

1.—Sancy.

2.—Larig.

3.—Kuroki.

BANK NOTES.

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended September 30, as certified by the Managers of the respective Banks, are published in the current issue of the "Government Gazette."

Banks.	Average Specie in Amount Reserve.
Chartered Bank of India, Australia and China.	3,724,563 2,500,000
Hongkong and Shanghai Banking Corporation.	15,517,740 11,000,000
National Bank of China, Limited.	203,107 125,000
Total.	\$1

THE WUCHOW FIRE.

Early Reports Exaggerated.

(From Our Correspondent.)

Wuchow, October 2.

We are glad to be able to report that the loss of life during the recent fire was much less than at first stated.

When the first telegrams were sent off the fire was still raging so that no accurate information could be obtained. The reports were many and differed widely. We heard that a number of people had shut themselves up in their houses or shops in order to protect their belongings from robbery and looting, and then as the flames swept down upon them found that all ways of escape had been cut off. This proved to be incorrect.

We have only heard of one death so far by the fire and a few only who received minor injuries.

The conflagration of last week appeared to be greater than that of two years ago when several hundred lives were lost. It was this which led us to believe that so many had suffered. Fortunately happening in broad daylight and being mostly confined to the shops, people were able to get away.

There was no panic except in the minds of those who saw conflagration between the fire and the present morning strike.

The looting was practically nothing to speak of. Only a few men have been heard, been killed by the soldiers for the offence.

It is true that the Consulate was guarded by a few men from H. M. S. Robin, but evidently the Consul officials did not expect any trouble. A serious nature for no notice was sent to the other foreign residents that this was to be expected to take.

During the clearing away (the debris yesterday) ten men were killed by the falling of a wall.

There is every prospect of an early settlement of the difficulties between the officials and the people.

An Offering to the God of Fire.

(From Our Correspondent.)

Wuchow, Oct. 1.

During the fire which raged with great fierceness and spread with unusual rapidity the Prefect went out to view it. He was appalled by the great catastrophe, and hurried back to his Yamen, had one of the worst criminals in the district brought out, and after having been burned the Prefect's head was put on an offering to the God of Fire. It is stated that the fire seemed to stop at that time. This story is repeated by a responsible citizen.

Several of the missionaries went to the Prefect and suggested that buildings in the path of the fire be destroyed. The plan commended itself to him, and he gave instructions that soldiers be sent to carry out the suggestion. Some little attempts were made, but not sufficiently extensive to accomplish much. But the day after the fire the official sent his aide to those who made the suggestion together with a note of thanks for assistance.

I have been unable to find the slightest foundation for the rumour that the fire was started by rebels. It commenced in a small shop district.

Several representatives of Hongkong Insurance firms have already reached Wuchow for the purpose of ascertaining the extent of their several losses and arranging a settlement of claims.

ASTORIA SUGGESTION.

Accounts from different sources continue to be printed as to the nature and extent of the fire. They vary naturally where data are more or less matter of casual observation. There is a vivid account before us today, which, if correct, shows certain side issues. It appears that whilst the fire was raging and when there was some hope that it might be got under some control, it took hold of a large kerosene store, and the oil, once ignited, went off in a series of explosions which added tremendously to the force of the fire and was mainly responsible for the extent of the damage done.

But more than that. It appears that at the time there was trouble in Wuchow with the officials on account of increased taxation. There was an addition made to the lekin tax, and the people were up in arms and were unwilling to pay. Many of the shops had been closed as a protest and also many of the river-going junks were also at the time anchored by the side of the city, sympathizing with the shopkeepers in their determination to fight the officials, and compel them to relieve them from the hated added tax. Under these conditions it was that the fire ignited, and the report says that it was set light by rebels from the outside districts, in order that in the general state of confusion, and want of routine on the part of the shopkeepers, they might have a better chance of getting loot.

It was not intended to rouse the people against the officials but in the then conditions to have a better opportunity of getting what they wanted. The fire burned from half past seven in the morning till seven o'clock in the evening, when it was eventually extinguished.

This report states that more than a hundred lives were sacrificed, and of these six were lost in the house where the fire caught—also a kerosene shop. The Insurance Offices in Hongkong are involved. It is believed that they have lost in this particular fire more than \$150,000. The position of Messrs Jardine was threatened but fortunately the fire reached this building it was extinguished. British Blue Jackets rendered assistance as there appears to have been a river gunboat in Wuchow at that time.

SPORTING.

Rifle Shooting.

VOLUNTEER RESERVE ASSOCIATION.

The shooting dates in October, for the Governor's Cup and Chatter Cup are:— 5th Oct. 2 to 5.30, 6th Oct. 10 to 12.30, 200 yards Peak Range; 19th Oct. 2 to 5.30, 20th Oct. 10 to 12.30, 200 yards King's Park Range.

DOUBLE CUP: 12th Oct. 2 to 5.30, 13th Oct. 10 to 12.30, 800 yards Peak Range.

BERKELEY CUP: 26th Oct. 2 to 5.30, 27th Oct. 10 to 12.30, 600 yards King's Park Range.

POST: There will be a Post Competition on each of the above dates.

WHITE HORSE TROPHY: The match against the H. K. Volunteer Corps for the White Horse Trophy, ten sides, will be held on Saturday afternoon, the 21st December, at 2.30 sharp.

Lawn Bowls.

The following draws have been made in the fourth round of the lawn bowls competition of the Kowloon Bowling Green Club. The round must be completed on or before Saturday, October 19.

CHAMPIONSHIP: R. B. Baxter v. G. R. Edwards, A. R. Austin v. W. Hutchinson, J. C. Goss v. D. Keith, W. Russell v. T. Paine.

PRESIDENT'S COMPETITION: A. Nicholson v. T. Paine, R. B. Baxter v. A. R. Austin, J. Menzies v. Jas. Denny, G. R. Edwards v. J. Panchen.

VICE PRESIDENT'S COMPETITION: C. W. Alexander v. T. Skinner, R. Lapsley v. G. R. Edwards, J. Panchen v. T. Paine, D. H. Baxter v. W. Russell.

Racing.

THE THIRTEEN MONTHS.

The Thirteen Months Race meeting will be held on November 5, 6 and 7, commencing at 11 a.m. each day. There are nine races each day, the most important being the 14 furlong, 1000 lbs. race.

Football.

A NEW RULE.

Footballers would do well to study the Football Association rules for the ensuing season for there is one important alteration, namely, that a player cannot now be off side in his own half of the ground. A minor amendment requires a free kick to be given to the opposite side when a player is ordered off the field.

Many of the rules have, as usual, been placed by the Hongkong Football Club, on the reading room table at the City Hall.

LOAFERS AND LAZY MEN.

China and Her Garrison.

September 27.

The following Imperial Decree was issued on Sept. 27, and was published by the "N. C. Daily News." We established our dynasty in this country by force of arms and in doing so at the time we put garrisons in various cities of the provinces to keep order therein. Since the pacification of the country many years have passed, and in the meanwhile the members of our garrisons, having nothing to do, have become loafers and lazy men while at the same time they have become a heavy burden on the country.

Multiplying in numbers the younger generations were reared in poverty and want having to depend upon the allowances that had been granted by Imperial Clemency at the beginning of the dynasty, and having on the other hand never learned a trade or profession as did the common people around them to support themselves.

It has, therefore, now become an urgent necessity for our garrisons to find some means of gaining a livelihood and we hereby command our Viceroy and Governors and Mandarin Lieutenants of the said garrisons first to make a census of the men under their charge. Those garrisons who have no stable and horse breeding grounds and farms.

It is, therefore, hereby commanded, that a set of regulations be drawn up without delay, and the lands in question be surveyed and divided up amongst these members of each family, so that each family may have enough land to cultivate sufficient for their individual support and sustenance. Those garrisons that had no horse breeding grounds or farms are to look to the local authorities for their loan for the purchase and voluntary sale at the hands of the farmers around them, the price to be paid to the farmers being in accordance with the scale of prices ruling at the time. These lands are to be cultivated by one out of every ten men or more of the garrisons in question each year, the number being increased gradually as time progresses; and the families who have taken up the land for agriculture are to hold them for generation after generation without break.

No one will be allowed either to sell or mortgage his land. Those who take to farming will not be allowed to draw their families with them. The money thus saved will be made into a special fund. Bannermen who have become farmers must abide by the laws ruling amongst those around them. They are to be similar to the Chinese farmers in every respect. Each family will have enough land to support its members, and the amount of land for each will be different in each province, according as the state of the country they live in may be rich or otherwise.

The members of the garrisons who have taken up civilian lives will be made to learn trades and attend schools, and the authorities concerned are commanded to work earnestly and diligently in the matter, so that our Bannermen may have every opportunity offered them to gain a proper livelihood. The money required to start the farmers, and for such as desire to learn arts and handicrafts, shall be drawn from the usual funds and reserves for the support of the garrisons in question.

We look to our Viceroy, Governors and Tartar Generals to use their best efforts and avoid being influenced by private interest in the performance of the duties in this respect. The Ministry of Finance is commanded to have ready the required money for this work, and let there be no jealousy nor racial distinctions. Let each one keep us in our object to treat our subjects with equal kindness and clemency.

NANNING.

NANNING, September 23.

TERRIBLES OF TROUBLE.

The panic in the city owing to the close proximity of the revolutionaries is subsiding.

We did not fear the rebels so much as the unruly element in the local population who are always ready for an opportunity to loot.

There were threats as to what would happen to the foreigners on the 10th of this month. Though there were the usual signs of the holiday and feast, all passed off quietly with no disturbance.

HEAVY RAIN.

The long drought has destroyed much of the rice crop; the last few days, however, we have had torrents of rain and the river has reached its highest point this year.

BOYCOTTING THE LIKIN.

The extortionate demands of the Likin Stations have produced great deal of irritation among the merchants. Appeals to the Officials have been made, but the merchants of the whole Province have resolved to boycott the Likin, beginning on Friday, the 27th of this month. Exactly how they are going to carry this scheme out or how successful it will be remains to be seen.

Trade will be more or less paralysed, but neither the Likin nor the well-to-do merchants will suffer so much as the poor population who carry goods up and down the river.

LOOTERS EXERCISED.

There was a serious fire recently in the City not far from the East gate. The Magistrate was on the spot with his attendants and caught two men red-handed in the act of looting. One, he decapitated there and then, the other was reserved till daylight and then paraded through the streets with banners flying and he was made to carry the box he was attempting to steal; the climax was reached outside the East gate where he was executed.

OPPIUM DENIES.

All opinions have been given by order of the Magistrate and 8 of those, whose names are given, have been confiscated. A list has been compiled of all smokers, stating their sex, name, age and the quantity that they daily consume.

There is undoubtedly a heavy decrease in the sale of the drug and a number of merchants have been ruined in consequence. There is naturally a good deal of surreptitious smoking, but the large quantity of second hand opium pipes for sale is an indication that the owners have no further use for them and is a sign of the times.

Why the sale of these instruments should be allowed by the government is another question, but such a paradox is typical of the land we live in.

The people as a rule are quick to resent any interference with their liberties, but so strong is the feeling against opium among all classes that the officials appear to be able to do as they like in this matter with never a word of resentment. That some of the officials at least are not on the side of reform may certainly be true considering that two of them smoke themselves. One of these is a heavy drinker as well. He is an example of the two vices combined in one person, and shows that one does not preclude the other, proving that alcohol will not necessarily take the place of opium by and by.

MURDER.

One of the letter carriers was brutally murdered the other day while on his way from Lung-chau to Nanning. He was travelling with half a dozen opium merchants who happened to be going in his direction. They were set upon by five highway robbers; the travellers in order to save their lives offered to surrender their goods; these were taken from them and then they were done to death. My informant said that nowhere in China, outside of Kwang-si, would such "needless" brutality be possible.

RAILWAYS.

The oft discussed subject of railways does not excite the attention it once did. There was intense indignation in the city when it was believed that the French were to be allowed the financing and construction of all lines in Kwang-si. We are now assured that this will not be allowed, but that the Chinese will have all works in their own hands.

The first line contemplated is from Nanning to Kwantun, but the whole subject is very visionary indeed.

DEATH.

The Commissioner of Customs at Sung-chau is dead.

BAD TRADE.

Opium merchants in Nanning told me that trade this year has so far been very discouraging. One marvels that it is not worse than it is, considering that one "Rebel" scare succeeds another and this poor distracted Province has little chance of prospering. Revolutionary literature is being openly sold in the streets.

THE LUSITANIA'S CLOCKS.

There are no fewer than forty-nine clocks on the new Cunard Lusitania. But the confusion which would result if their hands were uncontrolled is avoided by the presence of a master clock in the chart-house. As the vessel goes west all the clocks can be stopped for twenty minutes at a time. To put them back would, of course, be undesirable. When the vessel makes her return voyage their hands were uncontrolled is avoided by the presence of a master clock in the chart-house. As the vessel goes west all the clocks can be stopped for twenty minutes at a time. To put them back would, of course, be undesirable. When the vessel makes her return voyage their hands were uncontrolled is avoided by the presence of a master clock in the chart-house. As the vessel goes west all the clocks can be stopped for twenty minutes at a time. To put them back would, of course, be undesirable. 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Shipping.

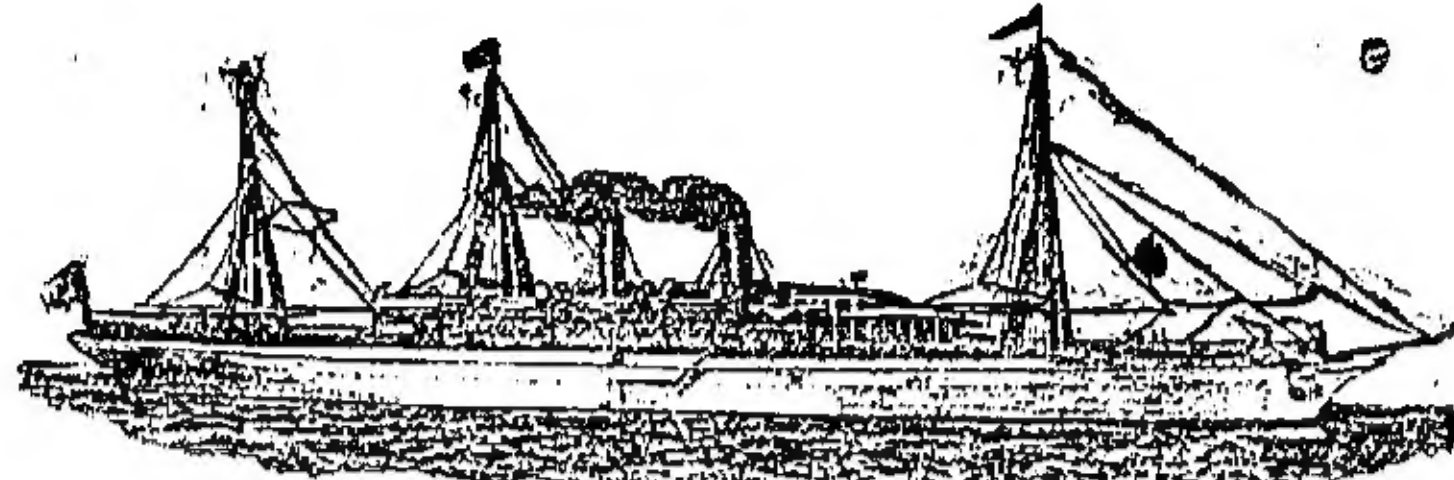
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

PORTS	VESSELS	TO SAIL ON	REMARKS
MARSHALLS, LONDON, AND ANTWERP	NAMUR	Oct. 9th	Freight and Passengers
SHANGHAI, MOI, KOBÉ, AND YOKOHAMA	NORE	Oct. 10th	Freight and Passengers
SHANGHAI, MOI, KOBÉ, AND YOKOHAMA	CANDIA	Oct. 12th	Freight only
SPANGHAI	ARCADIA	Oct. 18th	Freight and Passengers
LONDON, via India Ports	OCEANA	Oct. 19th	See Special Notice

K. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that maintains a Regular Schedule Service of 11 Days across the Pacific in the 'EMPEROR LINE'. Sailing 5 to 10 Days Ocean Travel. 11 DAYS HONGKONG TO VANCOUVER.

R.M.S.	FAVORITE ROUTES	(Subject to Alteration)
EMPEROR OF INDIA	6000 Tons	Thursday, Oct. 24, 1907, Nov. 11, 1907
EMPEROR OF JAPAN	6000 Tons	Thursday, Nov. 21, 1907, Dec. 9, 1907
EMPEROR OF CHINA	6000 Tons	Thursday, Dec. 19, 1907, Jan. 6, 1908
EMPEROR OF AUSTRALIA	6000 Tons	Thursday, Jan. 16, 1908, Feb. 3, 1908
EMPEROR OF AFRICA	6000 Tons	Thursday, Feb. 14, 1908, Mar. 3, 1908

THE Emperor Line to CANADA, UNITED STATES AND EUROPE, sailing at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express and at Quebec with the Company's new pulchra 'EMPEROR' Steamships, 14,000 tons, registered. The through service to Liverpool being 22 1/2 days from Yokohama, and 24 1/2 days from Hongkong.

1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class, 41st Class, 42nd Class, 43rd Class, 44th Class, 45th Class, 46th Class, 47th Class, 48th Class, 49th Class, 50th Class, 51st Class, 52nd Class, 53rd Class, 54th Class, 55th Class, 56th Class, 57th Class, 58th Class, 59th Class, 60th Class, 61st Class, 62nd Class, 63rd Class, 64th Class, 65th Class, 66th Class, 67th Class, 68th Class, 69th Class, 70th Class, 71st Class, 72nd Class, 73rd Class, 74th Class, 75th Class, 76th Class, 77th Class, 78th Class, 79th Class, 80th Class, 81st Class, 82nd Class, 83rd Class, 84th Class, 85th Class, 86th Class, 87th Class, 88th Class, 89th Class, 90th Class, 91st Class, 92nd Class, 93rd Class, 94th Class, 95th Class, 96th Class, 97th Class, 98th Class, 99th Class, 100th Class.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	VESSELS	SAILING DATES
MARSHALLS, LONDON, AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AWA MARU, Capt. F. C. Cope, Tons 6300	WEDNESDAY, 16th Oct., at Daylight
VICTORIA, B.C., AND SEATTLE, U.S.A., via SHANGHAI, KOBÉ, AND YOKOHAMA	KAGA MARU, Capt. G. S. Laprak, Tons 6301	TUESDAY, 16th Oct., at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	TOSU MARU, Capt. J. Nagao, Tons 5823	TUESDAY, 20th Oct., at 4 p.m.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO	NIKKO MARU, Capt. R. Swain, Tons 5539	FRIDAY, 1st Nov., at 4 p.m.
SHANGHAI AND KOBÉ	KUMANO MARU, Capt. N. Mathieson, Tons 5076	FRIDAY, 29th Nov., at Noon
KOBÉ AND YOKOHAMA	TOTOMI MARU, Capt. M. Winkler, Tons 3412	SUNDAY, 13th Oct., at Noon
	WAKAMIYA MARU, Capt. R. Takeda, Tons 4726	TUESDAY, 8th Oct., at Daylight
	HITACHI MARU, Capt. Wm. Townsend, Tons 6760	WEDNESDAY, 19th Oct., at Daylight

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

For further information apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUNOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA -

26,000 TONS

BETWEEN YOKOHAMA, KOBÉ, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain C. F. Austin, On SATURDAY, 10th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kōbe, and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

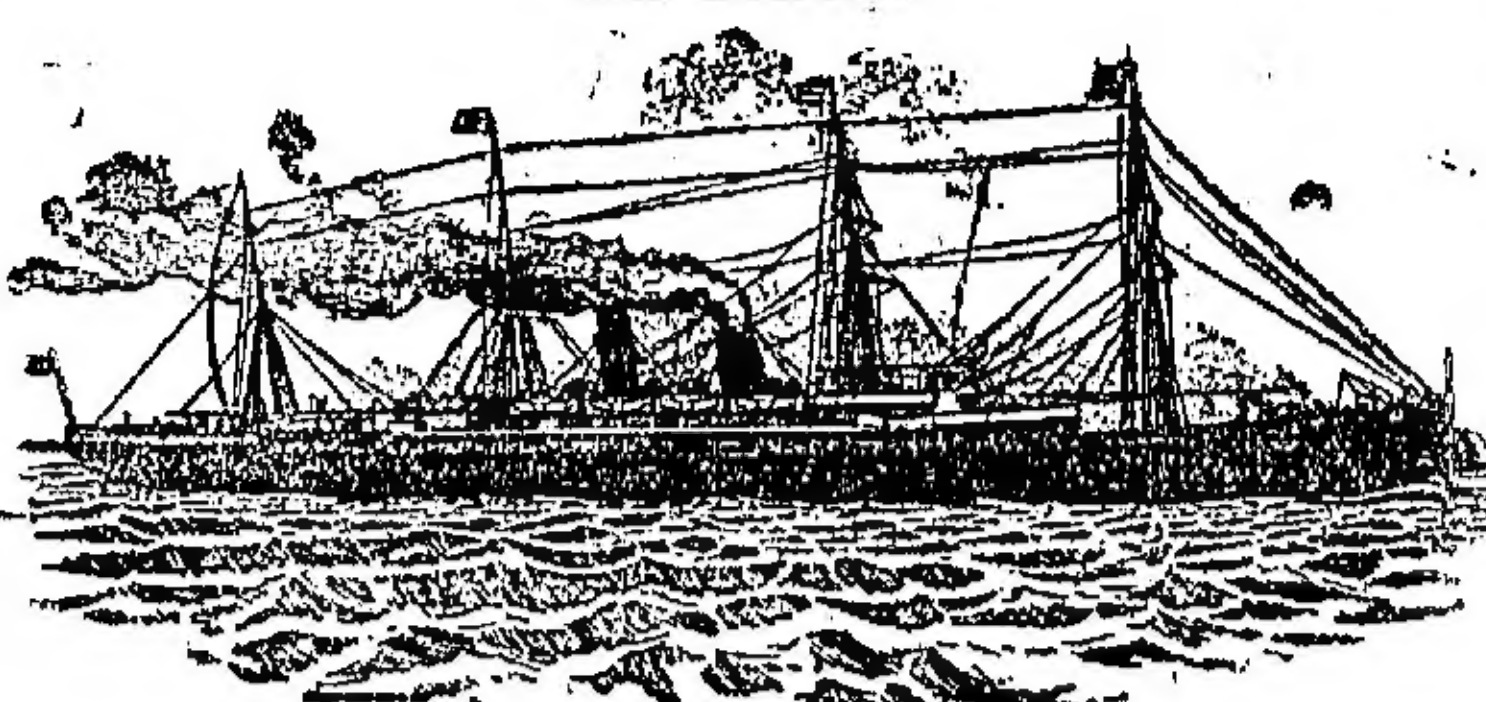
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

VESSELS	SAILING DATES, 1907.
PERIA	9,000 Tons, FRIDAY, 11th Oct., at Noon
HONGKONG MARU	11,000 Tons, SATURDAY, 12th Oct., at Noon
KORONA	18,000 Tons, FRIDAY, 1st Nov., at Noon
AMERICA MARU	11,000 Tons, SATURDAY, 2nd Nov., at Noon
SIBERIA	18,000 Tons, SATURDAY, 16th Nov., at Noon
CHINA	10,200 Tons, SATURDAY, 23rd Nov., at Noon
MANOHURIA	27,000 Tons, SATURDAY, 30th Nov., at Noon
NIPPON MARU	11,000 Tons, SATURDAY, 7th Dec., at Noon
ASIA	9,900 Tons, SATURDAY, 14th Dec., at Noon

RECORD FAST TRIPS.

Yokohama to San Francisco, s.s. KOREA, 18,000 tons, September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, s.s. SIBERIA, 18,000 tons, August 16th-20th, 1906; 4 days, 18 hours.

San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, s.s. SIBERIA, 18,000 tons, Oct. 15th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship PERIA will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI (INLAND SEA), KOBÉ, YOKOHAMA and HONOLULU, on FRIDAY, the 11th October, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, YOKOHAMA, MOI, KOBÉ AND YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

VESSELS	TO SAIL ON
NUMANTIA	4372 Tons, H. FELDMANN, Oct. 22, at Noon
ARABIA	4438 Tons, C. NEUMANN, About Oct. 31
ALESTIA	6187 Tons, JOHN ERNST, About Nov. 24
NICOMEDIA	4872 Tons, P. WACHMANN, About Dec. 8

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	VESSELS	TO SAIL ON
HOIHO	HUNAN	Oct. 7, at Noon
HOIHO & HAIKOW	HAIKOW	Oct. 8, at Noon
SHANGHAI & OHINKANG	PAOTUNG	Oct. 8, at 4 p.m.
MANILA	TAMING	Oct. 8, at 4 p.m.
CEBU & ILOILO	SUNGKING	Oct. 9, at 4 p.m.
MANILA, ZAMBOANGA, PT. DAVIN	CHANGSEA	Oct. 10, at 4 p.m.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	CHANGSEA	Oct. 10, at 4 p.m.
YOKOHAMA AND KOBÉ	CHINGTU	Oct. 10, at 4 p.m.
SWATOW & SHANGHAI	YONGOW	Oct. 11, at 4 p.m.
SWATOW & SHANGHAI	YONGOW	Oct. 11, at 4 p.m.
CHEFOO & NEWHONGWANG	KWEIYANG	Oct. 18, at 4 p.m.
CHIEFOO & TIENSIN	KWEIYANG	Oct. 21, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.

A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yungtze & Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, staterooms, Electric Light, Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamships	Tons	Captains	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila	Saturday, 12th October.
ZAFIRO	2540	A. Fraser	Manila	19th October.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

TO SAIL

S.S. OCEAN MONARCH, 2nd November, 1907.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	VESSELS	TO SAIL
SHANGHAI, via NINGPO, KWONGSANG	MONDAY	Oct. 7, at 4 p.m.
SHANGHAI, via NINGPO, KWONGSANG	YIKSANG	Oct. 8, at 4 p.m.
MANILA	LOONGSANG	Oct. 11, at 4 p.m.
TIENSIN	OHONGSHING	Oct. 12, at Noon
SHANGHAI, YOKOHAMA, KOBÉ AND MOI	FOOKSANG	Oct. 15, at 4 p.m.
MANILA	YOENSANG	Oct. 18, at 4 p.m.
SINGAPORE, PENANG, KUTSANG	SATURDAY	Oct. 19, at 3 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100

Calcutta " " 85 " 130

Calcutta " " 105 " 150

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chafso, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

NAPLES, GENOA, ALGIERS, GOEBEN, (WEDNESDAY, 8th Oct., at Noon)

GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG.

SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

MANILA, SYDNEY AND MELBOURNE.

YOKOHAMA AND KOBÉ.

KUDAT AND SANDAKAN.

For further Particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Established 1841.

ORIGINATORS of the European Tourist and Excursion system.

Tickets issued to all parts of the World.

Baggage and Goods of every description collected, shipped, and forwarded at lowest rates.

Foreign money exchanged. Letters of Credit and Circular Notes issued.

Full information on application.

14, WATER STREET, YOKOHAMA.

Hongkong, August 6, 1907.

18, DES VŒUX ROAD, HONGKONG.

1283

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Karatsu, Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

THE Steamship KASATO MARU, 8100 tons.

Captain D. Mori, will be despatched for Callao Iquique, via Japan Ports (Karatsu, Kobe & Yokohama), on THURSDAY, the 10th October, at Noon.

Steamers Tons To Sail

KATHERINE 5000 about end of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yok Building.

Hongkong, April 15, 1907.

ENG HOK FONG STEAMSHIP COMPANY.

FOR SALINA CRUZ, MEXICO.

THE Steamship POWHATAN.

Captain W. F. Turner, will be despatched for the above ports, via Moji, Japan, on THURSDAY, October 10, at 4 p.m.

For Freight or Passage, apply to

ENG HOK FONG S.S. CO., 37, Des Vœux Road Central.

Hongkong, September 20, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR ROME and TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the BLANCO, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.

The Company's Steamship PERIA, Captain P. Orsaghi, will be despatched as above on or about SATURDAY, the 26th October, p.m.

This Steamship has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WHEELER & CO., Agents, Prince's Buildings.

Hongkong, September 26, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUEBOU, LONDON, HAVRE, BORDEAUX, MEDITE-RANEA AND BLACK SEA PORTS.

THE Steamship NERA.

Captain SCHMITZ, will be despatched for MARSHALLS on TUESDAY, the 16th October, 1907, at 1 p.m.

This Steamship connects at COLOMBO with one of the Co.'s Australian steamers bound for MARSHALLS, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. YARA Oct. 29, 1907.

S.S. THIERRE SIMONS Oct. 29, 1907.

S.S. TOUKEN Nov. 26, 1907.

S.S. POLYMEREN Dec. 10, 1907.

S.S. TOURANE Dec. 24, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, October 2, 1907.

1590

Shipping.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

Proposed Sailings from Hongkong.

TO SAIL, 1907.

FOR NEW YORK.

* SIKH, 5th October.

FOR BOSTON & NEW YORK.

MUNCASTER CASTLE, 28th October.

* 1st-Class Passenger Accommodation.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship HAIMUN.

Captain A. J. Ross, will be despatched for the above Ports on TUESDAY, the 8th inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, October 4, 1907.

1609

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at MALABAR COAST).

THE Steamship HEADLEY.

will be despatched for the above port on or about SATURDAY, the 26th October.

For Freight, apply to

ARNOLD, KARBURG & CO., Agents.

Hongkong, September 16, 1907.

1491

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE.

Captain HELMS, will be despatched as above on SATURDAY, the 26th inst., at Noon.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	Marseilles (Brindisi)	London
Colombo		Marseilles & London	2 days earlier	1 day later
COBANA 7000	Oct. 18	BRITANNIA 1000	Nov. 18	Nov. 23
DELLI 8000	Nov. 2	MOOLTA 1000	Nov. 30	Dec. 7
ARADIA 7000	Nov. 16	CHINA 1000	Dec. 14	Dec. 21
DEVANIA 8000	Nov. 30	HIMALAYA 1000	Dec. 28	Jan. 4, 1908
MALTA 8000	Dec. 14	INDIA 1000	Jan. 11, 1908	Jan. 18
DELTA 8000	Dec. 28	MONGOLIA 1000	Jan. 25	Feb. 1
ARADIA 7000	Jan. 11, 1908	VICOLATA 1000	Feb. 8	Feb. 15
PENINSULAR 8000	Jan. 25	MACEONIA 1000	Feb. 22	Mar. 1
DEVANIA 8000	Feb. 8	BRITANNIA 1000	Mar. 7	Mar. 14
DELTA 8000	Feb. 22	MOOLTA 1000	Mar. 21	Mar. 28
MARMORA 10000	Mar. 7	CHINA 1000	Apr. 4	Apr. 11
DELLI 8000	Mar. 21	INDIA 1000	Apr. 18	Apr. 25
ARADIA 7000	Apr. 4	MONGOLIA 1000	May 2	May 9
PENINSULAR 8000	Apr. 18	VICOLATA 1000	May 16	May 23
DEVANIA 8000	May 2	MACEONIA 1000	May 30	June 6
DELTA 8000	May 16	BRITANNIA 1000	June 13	June 20

Passenger change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Arrangement in the connecting steamer from Colombo to London at time of booking.
For further information apply to the following:-
PENINSULAR & ORIENTAL STEAMERS
VIA LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
	HONGKONG	London
* NAME 7000	Oct. 18	Nov. 23
* MANILA 7000	Oct. 30	Dec. 5
* BORNEO 4500	Nov. 9	Dec. 20
* NORE 7000	Dec. 2	Jan. 1, 1908
* SYRIA 7000	Dec. 16	Feb. 1
* NYANZA 7000	Dec. 30	Feb. 15
* SUNDA 7000	Jan. 13, 1908	Feb. 29
* FALAWAN 4700	Jan. 27	March 16
* NUBIA 6900	March 11	April 27
* BORNEO 4500	March 25	May 10
* NORE 7000	April 8	May 23
* SUMATRA 7000	May 22	June 10

These Steamers call at Singapore, Penang, Colombo, and at Malacca or Swatow.
* Cargo and Mail only. * Cargo only. First Saloon Passengers.
For further information apply to
E. A. HEWETT,
Superintendent.



OSAKA SHOSEN KAISHA.
REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE CO'S S.S.	FOR	LEAVING
* JOSEPH MARU, Capt. H. S. SMITH.	TAMUL, Via SWATOW, AND AMOY.	SUNDAY, 6th Oct., at 9 a.m.
* SHOSHU MARU, Capt. N. MOTO.	SHANGHAI, Via SWATOW, AMOY AND FOOSHOW.	TUESDAY, 8th Oct., at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Curved Table.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co's local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDING.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOUL, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
* KUMERIO	6232	D. Baird	25th October.
* SHAWMUT	9608	E. V. Roberts	6th November.

* Cargo only. * Passenger accommodation.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior
Accommodation for First and Second-Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry.
Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
Dodwell & Co., Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS,
HONGKONG.

Notices to Consignees.

NOTICE TO CONSIGNEES.
STEAMER YARRA.
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London or S.S. Medoc & Clarent, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF and GODOWN COMPANY, Ltd., at Kowloon, where delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after MONDAY, the 7th October, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me or before the 7th October, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 7th October, at 3 p.m. No Fire Insurance has been effected.
G. de CHAMPEAUX,
Agent.
Hongkong, September 30, 1907. 1698

NOTICE TO CONSIGNEES.
THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER POONA.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless intimation is given to the contrary before 6 Hours.
Goods not cleared by the 8th October, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.
E. A. HEWETT,
Superintendent.
Hongkong, September 30, 1907. 1697

NOTICE TO CONSIGNEES.
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.
FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo—
From London, &c. ex S.S. Moetan.
From Calcutta, &c. ex S.S. Sumatra.
From Penang, &c. ex B.S.N. and B. & P.S.N. Co's steamers.
Optional Goods will be landed here unless intimation is given to the contrary before 6 Hours.
Goods not cleared by the 9th October, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.
E. A. HEWETT,
Superintendent.
Hongkong, October 3, 1907. 1694

NOTICE TO CONSIGNEES.
THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.
FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo—
From London, &c. ex S.S. Moetan.
From Calcutta, &c. ex S.S. Sumatra.
From Penang, &c. ex B.S.N. and B. & P.S.N. Co's steamers.
Optional Goods will be landed here unless intimation is given to the contrary before 6 Hours.
Goods not cleared by the 9th October, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.
E. A. HEWETT,
Superintendent.
Hongkong, October 3, 1907. 1694

NOTICE TO CONSIGNEES.
THE STEAMSHIP ST. GEORGE.
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LTD., at Kowloon, where delivery may be obtained immediately after landing.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 9th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.
All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on the 9th inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, October 3, 1907. 1693

Notices to Consignees.

'BEN' LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP BENALDER.
FROM MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LTD., at Kowloon, where delivery may be obtained immediately after landing.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 7th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 14th inst., or they will not be recognized.
All Broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 7th inst., at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, October 1, 1907. 1697

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Osborne Apoor* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside the ship on FRIDAY, the 4th inst., will be landed at Consignees' risk and expense. Cargo remaining on board after 4 p.m., of the 7th inst., will be landed at Consignees' risk and expense.
Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside, each Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
DAVID HARRISON & Co., Ltd., Agents.
Hongkong, October 4, 1907. 1698

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE
FROM SOUTH AMERICAN PORTS & JAPAN PORTS.

THE Steamship *KASATO MARU* having arrived from above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside the ship on FRIDAY, the 4th inst., will be landed at Consignees' risk and expense. Cargo remaining on board after 4 p.m., of the 7th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
K. MATSUDA, Manager.
Hongkong, October 2, 1907. 1697

NOTICE TO CONSIGNEES.
FROM SHANGHAI YOKOHAMA, KOBE AND MOJI.

THE Steamship *Gregory Apoor* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside the ship on FRIDAY, the 4th inst., will be landed at Consignees' risk and expense. Cargo remaining on board after 4 p.m., of the 7th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
D. SASSOON & Co., Ltd., Agents.
Hongkong, October 3, 1907. 1692

Dentistry.
DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved Appliances.
61, QUEEN'S ROAD CENTRAL. 1519

SIENTING
durgan Dentist.
No. 14, P'AGUEN STREET.
TERMS VERY MODERATE
Consultation Free. 26

Bangkok Times.
THE LEADING NEWSPAPER IN SIAM
And widely circulated in Malaya, Ceylon, China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 p.)
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